RAJYASEVAPRAVINA K. P. PADMANABHA MENON: Yes, Sir. Every one using the phone has to pay the usual charges. Instead of the departmental officers monopolising the telephone system as stated by Mr. Janadhanan Pillai, I am on the other hand arranging for the Pallivasal line also for the use of the public to reduce the congestion to some extent. With regard to Mr. Tolson's remarks, I wish he would inform the particulars of the time and date of occurrence so that I may make enquiries. As I have said before a call from Kottayam to Alleppey has to pass through that bottle neck at Mavelikara and very likely military calls may intervene and then a line clear will have to be made. In such circumstances a call may reach Alleppey only after five hours.

To avoid the congestion that is being experienced now, we have introduced a system whereby concession rates are allowed if the calls are to be put through at particular hours of the day or evening so that such calls may emanate when the system is not generally busy. But even this does not sometimes make any material reduction in the congestion. On a particular day the peak level may be between 2-30 and 6-30, but this may change to between 10 and 12 in the morning or 5 and 7 in the evening. The only obvious method to solve our difficulties in this direction is the introduction of the Carrier system, a system by which we can pass several messages simultaneously through the same conductor. This has been recently introduced in British India, but the question of our adopting the same system has to be considered after normal conditions are restored and after we have satisfied as to whether our traffic will remain at its present level or whether it is likely to go down.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: The honourable member referred to express calls and preference calls. Will he be pleased to explain what is meant by preference calls and the difference between these two calls?

RAJYASEVAPRAVINA K. P. PADMANABHA MENON: They are all clearly explained in the telephone rules published in the Government Gazette sometime ago.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, I do not press the motion.

The motion was, by leave, withdrawn.

The question that Government be granted a sum Rs. 55,99,914, under Demand VIII—Electricity and Telephone, was put to vote and carried.

DEMAND No. IX—STATE TRANSPORT—Rs. 32,21,863.

MR. E. G. SALTER (*Director of Transport*): Sir, I rise to move that Government be granted a sum of Rs. 32,21,863 under Demand IX—State Transport.

Motion No. III.

MR. N. NARAYANA KURUP: Sir, I move that Rs. 10 may be reduced from the allotment of Rs. 60,001 for Administration, Management and Control to discuss the defects in the administration and control.

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PRESIDENT : Would it be possible for the honourable member to relax the rules slightly and speak in English so that he can get replies on the points raised from the member concerned?

MR. N. NARAYANA KURUP : Then I shall, Sir. My object in moving such a motion is to speak of the defects in the administration and control of the Transport Department. Whenever a defect is found in the administration or control of any department, Sir, I think, it is our duty to bring them to the notice of the departmental head and that in case he neglects his duty even after repeated reminders, we are bound to place the matter before Government for their consideration. Sir, if it is the idea of Government to run buses taking monopoly in any particular line, it should meet the requirements of the people and the public shall not be put to inconveniences. We find that the number of buses is reduced to half now due to the difficulty in getting buses and spare parts and tyres. Therefore the travelling public find it difficult to go from place to place. Sir, I remember the remark of the President, the other day, that our difficulties will be on the increase and that we will have to minimise our travel and that we shall be prepared to use our bullock carts or to walk over long distances. At the same time, Sir, I would like to submit, that there should be proper control even in the reduced number of buses, run by the Government. The buses should run at the appointed lines; they should limit the number of passengers, and they should give convenience to the public. There shall not be over crowding, that is, more than the legalised overcrowding at the present time. Our ladies connot find accommodation in our buses. Sir, the travelling public very often fight at the starting places to get a seat in the buses. The stronger alone gets the chance. When the very same fact was brought to your notice, Sir, you ordered that two policemen will go into each bus throughout the journey to maintain peace and order. This is not going to help us. We may lose two seats in the bus. Perhaps, the difficulties will be more. I may suggest Sir, as I did suggest the other day, that the ticket may be issued 15 minutes earlier than the starting time. Whatever may be the number to be admitted Sir, let the public be sure of a seat, whether standing seat or sitting seat or squatting seat. In this connection, I may be permitted to narrate my experiences in the bus at the starting point at Quilon and at Trivandrum. On one occasion, I came to Quilon by boat in the morning at 6 A. M. There was a bus ready to start for Trivandrum. At that time, there were about 300 passengers to get into the bus. There was such a crowd of passengers and consequent rush to get in at the single narrow gate that many of us did not get seats in it. Then I had to wait another hour there, till the next timing. Fortunately for me, Sir, there was no rush at the next timing, as there was no bus to start to Trivandrum. Then the time was 7-15 in the morning. Then I asked the man in charge of the office whether any bus would be coming soon and he gave an uncertain answer. At about 8 A. M. another bus came in and we all prepared ourselves to try our strength. There were about 200 passengers to get in. We made a rush and somehow or other I also squeezed in. Both

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the Conductor and the Inspector were not able to get into it for the purpose of issuing tickets. After reaching the police maidan which is half a mile from the bus stand at Quilon, the bus was stopped just for issuing tickets. The crowd was so packed that the tickets could be issued only from outside and on that score there was a delay of 20 minutes. Some how or other, the bus which started at 8-20 A. M. reached Trivandrum at 1-30 P. M. only.

There is another difficulty. There is only one passage in the bus, so much so, a passenger who is seated inside and near the driver takes five minutes' time to get out of the bus at his destination in the intermediate stations, in his attempts to squeeze through the crowd in the bus. He has to pass through several passengers who are packed together leaving no space whatsoever. As I submitted before, on the whole, we were about 71 in the bus. I can tolerate 50% overcrowding as the President suggested the other day. But if that is more than cent per cent, I cannot understand what control is being exercised in the working of the Department.

MR. E. G. SALTER: May I ask the member if there was such huge overloading, why the honourable member did not get out of the bus?

MR. N. NARAYANA KURUP: But overcrowding is legally allowed. There was also the fact that when I got in there was no crowd in the bus. The overcrowding took place when all entered. If the honourable member Mr. Salter had given strict directions that not more than the licenced number of passengers would be allowed in a bus, along with a reasonable overcrowding of 50%, then I would not have got in. When there is a general rule that a bus can carry any number of passengers due to the scarcity of buses and that the passengers have to suffer the overcrowding, I dont know the meaning of the question. My squeezing in was legal. There is no exaggeration when I say that I had pain all over my body for two days, as a result of my squeezing in into the bus. It was so very shocking to see such a state of affairs in a bus run by a department of our Government which has monopoly for running bus in a line. Even if there are 100 passengers in a bus, even if the conductor knows that there is no space in the bus, the bus is stopped at intermediate stations to allow passengers to get in to seat over the head and shoulders of the already packed passengers. We suffer all the difficulties in the bus courtesy. Even though there is no accommodation, even though the passengers have no convenience in the Bus, the Government does not make any concession in the fare. For the squatting seats, standing accommodation and get the packed seat on the bench, the passenger has to pay equally. The Department is increasing the fare, saying that price of petrol, charcoal, and spare parts is on the increase. There is no concession shown in that respect; at the same time there is overcrowding cent per cent more than the actual number allowed. Therefore I would suggest to find a system by which the passengers may get their tickets before the starting time to avoid fight at the gate of the bus at least.

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PRESIDENT: The trouble in that system is that there would be a sudden inrush of passengers at intermediate stations. Suppose for instance the number of passengers in a bus is 50 and the overcrowding allowed is 25 more, or about ¾ or 2/3 are allowed to buy tickets from the starting point of the station and a certain number issued in the intermediate stations, so that no more than 75 tickets are issued at any time from the beginning to the end of the journey—would that be a possible solution to prevent over-crowding? Would that idea commend itself to the honourable members of the House?

MR. N. NARAYANA KURUP: I have not thought over the method. I am not in a position to answer the point at the moment. Ticket may be issued early.

PRESIDENT: I quite see the point that the question of over-crowding is so vividly remaining in the mind of the honourable member. You may think over the matter. What I say is, that is a possibility of preventing over-crowding. Government would only be anxious to prevent the problem of over-crowding. It is obvious to anybody passing by that, here, persons have not yet realised the necessity to curtail their journey by bus. For instance, in many countries in the world, all public bus system has been stopped and so people can only go on special business. In those countries, people naturally reconcile themselves that way for it has become inevitable. But here, both in the matter of railway and bus traffic, the people have not yet realised that only when a person has got really an important business to transact, he can think of travelling by bus. Otherwise he is making the State lose which is also curtailing the war effort. That is the real unambiguous truth, because it means more petrol or more charcoal. So, the position is that, unless a person has absolute business, no person has got a right to travel nowadays. That aspect of the matter has not been fully understood by the people at large. Supposing, Government make it a rule that at no time there should be more than 50 per cent over-crowding, including the possibility of passengers getting in on the way at various places, would that be a workable arrangement? There will be complaints no doubt. But if such a rule is implacably laid down to be observed—speaking for myself I see no difficulty in doing so—what is the opinion of members in this matter?

MR. N. NARAYANA KURUP: Sir, Overcrowding shall not be more than 50 per cent of the licensed number in the bus. Any scheme may be adopted for that purpose. Sir, nobody travels without any purpose. As we have no tyres, tubes, petrol and spare parts of car, even the high paid officers are travelling in service bus. Business is on the increase, consequently travellers are also on the increase. Everyone crowds in the bus. I do not think that people travel without any motive whatsoever in these difficult days of travel. Under these circumstances, it is impossible to restrict travel in these days.

Sir, the difficulty in getting a seat in the Express service even is great. One has to fight for a seat ordinarily to get one of those unreserved seats. In the Kottayam-Trivandrum Express service bus, 12 seats for

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the complete journey are reserved. Another set of 12 seats will not be reserved and they are for those passengers who have to get down at intermediate stations. But there is no reservation for intermediate stations. Very often, I have found fighting near the door of the bus between the passengers for unreserved seats. Even though there is accommodation for all standing there the travellers rush in when the bus starts. On a particular occasion I went to the stand at 8. A. M. There were about 100 passengers at the stand near the bus. We all thought that all are for that particular bus. We rushed in. I also managed to get in. When 11 of us got in after the fight, we found that there was one more unoccupied unreserved seats. We fought for nothing, that is the humourous side of it.

MR. KANNANTHODATH JANARDANAN NAIR (*Karunagapally* cum *Kartikapally*): Did anybody enter through the window into the bus?

MR. N. NARAYANA KURUP: I cannot say which way some of us got in. In the anxiety to get in we forgot which way we got in. That is the humourous side of it. On another occasion, I reached the destination at about 7.15 P. M. We were twenty in number for the unreserved seats. All of us wanted to go by the 8.15 bus. We fought together. Unfortunately, I being the weaker, could not get any place in that bus. Why should the Department reserve twelve seats for Kottayam alone and leave the rest unreserved? All the seats can be reserved. Why not those seats also be reserved either for Quilon or for passengers for the intermediate station. Although we, passengers who have to go to intermediate stations, go to the bus stand with the full hope of getting a seat, we are not able to get in. Very often we have suffered too on that account. We yet call that service as an Express service. Some better arrangement should be made. I may suggest that six seats for Quilon and another six for Kottarakara may be reserved, to avoid fight at the stand. I believe that the Department is not very particular to see the fight abovesaid at the bus stand.

I have another suggestion. There should be some superior officer to check the over-crowding more than the allowed over-crowding. The departmental authorities should bear in mind that if a vehicle is over-crowded or if it has the required number of over-crowding allowed by the department, say 50 or 70 in a bus, it need not stop at any particular place so that additional passengers may get in.

I may bring to the notice of the House that there are private services run in a better and more comfortable way to the public. For example there is the Quilon-Alleppey bus service. They are also experiencing the very same difficulties with regard to tyre, spare parts, etc. Then there is the Kottayam-Alwaye line which also is being managed very satisfactorily. These lines are run by educated men of the State. Advocate Mr. Chidambara Iyer is the manager of that private bus service from Quilon to Alleppey. Advocate Mr. K. N. Sankunni Pillai is the manager of the Kottayam-Alwaye or Kumili

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service. They manage those services without over-crowding and over-loading. The travellers do not find any difficulties. They can book their seats earlier and reach their destinations in time. Why should the Government alone find it difficult to accommodate the passengers and to run the line in the appointed timings. With these suggestions I move the motion for the acceptance of the House.

MR. K. KUNJU PANICKER: I beg to point out the inconveniences caused by the enlargement of time especially with regard to the express services. Before the present renewal, the time allowed for the express buses running from Trivandrum to Kottayam, the time taken to pass *vin* Quilon, was 4½ hours and *via* Kilimmanoor 4¼ hours. Now it is 5¾ and 5½ hours, respectively. This change has caused much inconvenience to the travelling public in express buses. One who travels by the express buses desires to avoid over-crowding and reach the destination at the shortest time possible. Therefore I would point out to the Head of the Department that the former time limit should be fixed with reference to the express services.

Then a word with regard to the non-reserved seats of the express service. I beg to point out that in private services between Alleppey and Quilon, Kottayam and Kumili and other services the bus managers give tickets at the starting stations. That system works very well in the case of those services. There is no rush and mutual push. If that system works very well with the private management, let it be followed by the Department. About a fortnight ago I had occasion to see the entry into an express bus at Kottayam. One honourable member of the Legislative Council was also standing outside. In the heat of the rush that member was pushed down and he was severely trodden upon and he sustained some injuries also.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know whether he is still alive?

MR. K. KUNJU PANICKER: Yes.

But he was bruised and was bleeding after the incident. Even such respectable men could not save themselves from that sort of inconveniences. If that be the condition with regard to such respectable men, what would be the condition of ordinary passengers? These inconveniences could have been avoided if tickets were issued at the starting stations even for non-reserved seats ten or fifteen minutes before the starting time. The conductor may sit in a room and issue tickets conveniently before starting just as in the case of private syndicates. If such a system were adopted there will not be scrambling and pushing.

There is regular dripping of water from the ceiling of the old buses when there is rain. Even after the rain is over the dripping continues. This defect could easily be cured by some of our local workers or carpenters in the garages. No foreign materials need be imported for preventing such dripping. There are so many seats which are torn up. I myself have seen some people falling down through

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the crevices of the seats. These things are not properly looked into and repaired in time. Torn seats are not renewed. These things are not cured by those persons who are responsible for the supervision and proper upkeep of the body of the buses as well.

Then with regard to the actual running of the buses. There are so many cases in which the buses breaking down on the way almost every day. Even within an hour or an hour and a half from the starting point we experience certain break downs. Certain buses are even started without batteries being charged. Such avoidable inconveniences at least should be remedied hereafter. Even old buses should be set aright as far as local conditions permit.

Then, with reference to the recruitment of conductors and drivers. We are following a certain system with regard to the recruitment to the public service. Of course the Transport Department is more or less an independent department. It is a quasi-Government service and now its income and expenditure are absorbed into the general budget. With regard to the recruitment of new men hereafter to the Transport Department the Head of the Department is requested to adopt the Public Service Recruitment scheme which is being worked very successfully in other departments of the Government. With these words, I support the motion.

MR. KAVIYOOR K. K. KOCHUKUNJU: സർ, ഞാൻ ഈ ഉപക്ഷേപത്തിന്റെ തത്വത്തോട് അനുകൂലിക്കുന്നു. ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നതു് ഒന്നരണ്ടു പ്രധാന സംഗതികളെ ബഹുമാനപ്പെട്ട ഗവണ്മെന്റിന്റെയും ട്രാൻസ്പോർട്ട് ഡയറക്ടറവർകളുടേയും ശ്രദ്ധയിൽ കൊണ്ടുവരാൻ വേണ്ടി മാത്രമാണു്. ഒന്നാമതായി എനിക്കു അറിയിക്കുവാനുള്ളതു് പബ്ലിക്കു് സർവീസിൽ പ്രത്യേക പരിഗണന ലഭിച്ചിട്ടില്ലാത്ത ന്യൂനപക്ഷസമുദായങ്ങളെ സംബന്ധിച്ചിടത്തോളം നിയമനവിഷയങ്ങളിൽ ഇപ്പോഴം സ്വീകരിച്ചിട്ടുള്ള രീതി വ്യത്യസ്ഥമായി പരിഗണിക്കപ്പെടണമെന്നു് ഒന്നു അപേക്ഷിക്കുവാനാണു്. മറ്റു ഹിന്ദുഗ്രൂപ്പു് — അതായതു ഹൈന്ദവ ന്യൂനപക്ഷങ്ങൾക്കു പബ്ലിക്കു് സർവീസിൽ കേവലം ന്യൂനപക്ഷം ഉദ്യോഗങ്ങൾ മാത്രമാണുള്ളതു്. ഡിപ്പാർട്ടുമെന്റു മേധാവികൾക്കു് നേരിട്ടു നിയമനം നടത്താൻ സൗകര്യമുള്ള വകുപ്പുകളിൽ മാത്രമേ അവർക്കു കൂടുതൽ ആശക്കു് വകയുള്ളു. ഇപ്രകാരം സൌകര്യമുള്ള ഡിപ്പാർട്ടുമെന്റുകളിൽനിന്നും ഞങ്ങൾക്കു വേണ്ടതുപോലെ പ്രോത്സാഹനം ലഭിക്കാതിരുന്നാൽ കാലക്രമംകൊണ്ടു നിയമനവിഷയത്തിൽ എന്നുമാത്രമല്ല മറ്റെല്ലാ കാര്യങ്ങളിലും ഞങ്ങൾ അധഃപതിക്കതന്നെ ചെയ്യും. മറ്റു ഹിന്ദുവകുപ്പിനെപ്പറ്റി എപ്പോഴും

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ഞാൻ ഇങ്ങനെ പറയുന്നതു ഈ സഭയുടെ വിലയേറിയ സമയം മറ്റു ഹിന്ദുപ്രശ്നംകൊണ്ടു നഷ്ടപ്പെടുത്തുന്നതിനല്ലയോ എന്നു ചിലർക്കു എന്റെ പേരിൽ അവജ്ഞ തോന്നാനിടയുണ്ടു്. എനിക്കു് അങ്ങിനെയുള്ളവരോടു് പറയുവാനുള്ളതു് മേലാൽ ഇപ്രകാരമുള്ള സന്ദർഭം ഉണ്ടാകാൻ ഇടയാകരുതെന്നു മാത്രമാണു്. ഒരു ഴിവുകാലം പബ്ലിക്കു് സർവീസിൽ വരുമ്പോൾ ഇവിടത്തെ പ്രബലസമുദായ വടവൃക്ഷങ്ങളുടെ തണൽ പിടിച്ചു ജീവിച്ചു പോരുന്ന അധഃസ്ഥിത സമുദായ ചെടികളുടെ കായ്യും പലപ്പോഴും പലരും കേവലം വിസ്മരിച്ചു കളയുന്നതു് ഞങ്ങൾ ഹൃദയവേദനയോടുകൂടിയാണു വീക്ഷിക്കുന്നതെന്നും വരുമ്പോൾ എഴുപതിൽപരം ന്യൂനപക്ഷസമുദായങ്ങൾക്കു വച്ചിരിക്കുന്നതു് വെറും രണ്ടു ഉദ്യോഗങ്ങൾ മാത്രമാണു്. അതുകൊണ്ടാണു ന്യൂനപക്ഷങ്ങളെ സംബന്ധിച്ചു് എപ്പോഴും ഞാൻ ദീനസ്വരങ്ങൾ പുറപ്പെടുവിക്കുന്നതു്. രണ്ടാമതായി എനിക്കു പറയുവാനുള്ളതു് ട്രാൻസ്പോർട്ടു ഡിപ്പാർട്ടുമെന്റിലെ ഇൻസ്പെക്ടറന്മാരുടേയും കണ്ടക്ടറന്മാരുടേയും, യാത്രക്കാരോടുള്ള ഉത്തരവാദിത്വത്തെ സംബന്ധിച്ചാണു. അവർക്കു യാത്രക്കാരോടുള്ള നിരുത്തരവാദിത്വത്തെ ദൂരികരിക്കണമെന്നു ഒരപേക്ഷയുണ്ടു്. അതു കേവലം ഒരു ആരോപണമായി കരുതാവതല്ല. കഴിഞ്ഞ ചിങ്ങമാസം ൧–൦൯– ഞാനും എന്റെ ഭാര്യയും കൂടി യാത്രക്കായി ബസ്സ്റ്റാന്റിൽ ചെന്നു. ൮–൩– വണ്ടി പോകുന്നതുവരേയും കാത്തിരുന്നിട്ടും ഞങ്ങൾക്കു സൌകര്യം കിട്ടിയില്ല. സ്ത്രീകളേയും കൊണ്ടു വണ്ടിയിൽ കയറുവാൻ അപ്പോഴത്തെ അസൌകര്യം ഇന്നവിധമെന്നു പറഞ്ഞറിയിക്കുവാൻ പാടില്ല. വ്യാപരം തുപ അടങ്ങിയതായ ഒരു മണിപേർസും കുറെ രസീതുകളും എനിക്കു കൈമോശം വരികയും ചെയ്തു. ഞാൻ വിവരം ഉടൻ ട്രാൻസ്പോർട്ടു ഇൻസ്പക്ടരെ അറിയിച്ചു. അന്വേഷണം നടത്താമെന്നും അല്പം താമസിക്കട്ടെ എന്നും ആണു് ഇൻസ്പെക്ടർ പറഞ്ഞതു്.

PRESIDENT: Has the honourable member made a complaint to the Police.

MR. KAVIYOOR K. K. KOCHUKUNJU: ഉടൻതന്നെ ഞാൻ വിവരം പോലീസിനും അറിവുകൊടുത്തു. ഒരു ദിവസം കഴിഞ്ഞാണു് പോലീസു അന്വേഷണം നടത്തിയതു്. കുറേ ദിവസം കഴിഞ്ഞു, ഞാൻ ഇതു സംബന്ധിച്ചു മലയാളരാജ്യത്തിൽ കൊടുത്തിരുന്നതായ പരസ്യത്തിനെ ഞാൻ പിൻവലിക്കണമെന്നും അവർ അതിനു ഉത്തരവാദികളല്ലായെന്നും മറ്റും വീണ്ടും പരസ്യം ചെയ്യണമെന്നു കാണിച്ചു് ട്രാൻസ്പോർട്ടു

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[Mr. Kaviyoor K. K. Kochukunju.]

ഡയറക്ടർ ഒരു ലറർ അണ എന്നിക്ക തന്നതു. എൺപതു രൂപായെ ന്നംമറും പറഞ്ഞാൽ ഒരു പക്ഷേ, അദ്ദേഹത്തിനു ഭാരമില്ലായിരിക്കാം. ഞാൻ അതു വച്ചിയ സംഖ്യയായി വിചാരിക്കുന്നു. അനേകമാളുകൾക്കു ഈ തരത്തിലുള്ള അപകടങ്ങൾ ഉണ്ടായതായി അറിയാം. സൂക്ഷ്മക്കുറവു കൊണ്ടാണു് ഇങ്ങനെ ഉണ്ടാകുന്നതെന്നു പറയുന്നതു് ശരിയല്ല. യാത്രക്കുള്ള അസൌകര്യം നിമിത്തമാണു് ഇപ്രകാരം സംഭവിക്കുന്നതു്. ഡയറക്ടർ അവർകൾ ഈ കാര്യങ്ങളിൽ പ്രത്യേകം നിഷ്കർഷിക്കണമെന്നപേക്ഷിച്ചുകൊണ്ടു് ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നു.

MR. M. R. NARAYANA PILLAI (*Tiruvalla*): Sir, I support the motion. In so supporting, I have to make only one suggestion. So far as criticisms are concerned I have made enough of them only to find that instead of improvement in the working of the Department, it will be seen that the vehicles are wearing out, as a result of which the number of buses required for service would become limited. Instead of these buses starting in different times with long intervals let us have as many buses as are available and are necessary for the people waiting at the bus stands. They may go just as the railway train. The first goes as an engine and two or three buses may follow immediately so that if there is a break down on the way the second or third bus can take the travellers of the first or second bus. By this means there will be very little crowd in bus stands and all other places.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, this is, of course, a commercial department from which the total receipt for the current year according to the revised estimate is 28·5 lakhs of rupees. After deducting the total working expenses of Rs. 22,09,000 for the current year the net profit for the current year comes to Rs. 6,41,000. This profit is exclusive of Rs. 1,99,100 set apart for contribution to the General Reserve Fund and Rs. 1,45,000 for Depreciation on Rolling Stock, Buildings, Furniture, etc. I have explained these facts only for the purpose of showing possibilities of getting considerable profits from the Department if the defects existing at present are remedied at the earliest possible opportunity. Sir, in spite of the honest and praiseworthy endevours made by the Director of Transport we still find that there are some defects existing even to-day. According to me these defects are mainly due to 3 reasons—(1) Want of sympathetic attitude on the part of Government towards this department (2) The very inadequate remuneration given to the operating and mechanical staff of the Department at present (3) Want of active and deserving co-operation between this Department and other departments such as P. W. D. Police and Education. With a view to advise the Director of Transport and through him the Government on matters relating to the policy of the working of the Department, Government have been pleased to constitute an Advisory Committee. It will, therefore, be only prope

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and fair if due consideration is given to the recommendations made by this Committee from time to time for the purpose of improving the working of the Department and making it more efficient. Sir, sometimes there is abnormal delay in issuing final orders on the recommendations of the Committee submitted to Government so much so the Department will have to sustain considerable loss on account of the sudden increase of price of materials for the purchasing of which permission is sought for. Sometimes when the Committee which consists of technical experts such as the Director of Transport and the Chief Engineer of Roads, Irrigation, etc. makes a recommendation for certain unserviceable vehicles or parts thereof being permitted to be disposed of by the Director of Transport, the reply given is most disappointing and to some extent insulting also because, the Director is immediately asked to consult the Workshop Chief Enginner to decide the question whether these parts or vehicles have ceased to be of use to the Department and whether they may be disposed of. It is regrettable to find that deserving weight is not given to the recommendations of the Director of Transport as advised by the Advisory Board.

The working of the Department can be made more efficient if more encouragement is given to the operating and mechanical staff of the Department. Sir, we are all aware that the service in the Transport Department was declared by Government to be non-pensionable. With a view to increase the efficiency of the Department by giving more encouragement, recommendations have been submitted to Government for standardising and increasing the salary of the mechanical and operating staff of the Department. It is regrettable to note that nothing has been done in the matter so far to improve the working of the Department and I find no provision has been made in the next year's budget for this purpose as recommended by the Director of Transport. It is not yet known what action was taken on these recommendations

MR. KOTTALIL P. ABRAHAM (*Muvattupuzha* cum *Devicolam*): May I know the nature of the want of efficiency on the part of the establishment on account of want of encouragement by Government?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, I understand that there are instances in which some of the members of the mechnical staff have actually swooned on account of starvation due to poor salary. The whole staff whether mechanical or operating have become disheartened on account of their poor salary especially at this juncture when the price of all essential commodities is daily on the increase.

MR. P. S. MUHAMMED (*Quilon* cum *Kottarakara*): ഒരോ ഗാരേജിലും കൂടുതൽ മെക്കാനിക്കൽ വകുപ്പുകാർ വേണമെന്നു പറഞ്ഞല്ലൊ, അവരുടെ ശമ്പളം എന്താണെന്നു അറിഞ്ഞാൽകൊള്ളാം.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: To clarify my position and to convince this House and also the Dewan-President I may be permitted to state this fact. As soon as a new recruit to undergo technical training in the local Transport workshop is taken in he is

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[Mr. Puliyoor T. P. Velayudhan Pillai.]

given a salary of Rs. 27 per mensem, but the more experienced instructor there gets a salary of only Rs. 20 per mensem. Sir, this is a poor encouragement to the mechanical and operating staff. The lowest pay of a foreman in Hydarabad Transport Department is Rs. 150. Another defect which is now existing in the working of the Department is a large number of accidents on the routes. With a view to prevent these unfortunate state of affairs the Committee recommended to Government that a book styled "Traffic and Road Transport Rules" published by the Transport Department should be made a compulsory subject in the curriculam for all schools in the State. Though Government sympathetically considered all the aspects of the recommendation they suggested that certain conditions have to be fulfilled by the Department before this recommendation is accepted. Government asked the Director of Transport to incorporate in the book the Road Sense Guide published by the Police Department and supply 4000 copies of the book to the Director of Public Instruction at the cheapest rate possible.

Accordingly, all the conditions contained in G. O. D. Dis. No. 3017/41/Judl., dated the 25th September 1941, have been completely satisfied. After the book was approved by the Text Book Committee, about 4,000 copies were printed and supplied to the Education Department but I am constrained to remark that this book has not been prescribed or included in the curriculam for the schools in the State. Ignorance of the Road Rules is the main cause for the accidents that are taking place in the different roads.

MR. M. R. NARAYANA PILLAI: May I know for which class and for what kind of schools the book has been prescribed ?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: The order says that it should be made a compulsory subject in the curriculam for all the schools in the State.

MR. C. M. JOSEPH (*Changanacherry* cum *Peermade*): പള്ളിക്കൂടങ്ങളിൽ ഈ പുസ്തകം നടപ്പാക്കികഴിഞ്ഞാൽ വണ്ടികാരം മറിഞ്ഞാലും അപകടങ്ങളുണ്ടാകാതെ തിരിക്കാൻ അതു സഹായിക്കുമോ?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: അതുമായി ഈ ബുക്കുകാരം പാഠ്യവിഷയമായി ഉൾപ്പെടുത്തണമെന്നു പറഞ്ഞതു് ഇപ്രകാരം അപകടങ്ങൾ ഉണ്ടാകാതിരിക്കാനായി മുൻകൂട്ടി വേണ്ട അറിവു കൊടുക്കാനാണു്. ഈ വിധത്തിലുള്ള അറിവു ജനസാമാന്യത്തിനുണ്ടാകുമ്പോൾ അപകടങ്ങൾ സ്വാഭാവികമായി കുറയുന്നതാണു്.

MR. KOTTALIL P. ABRAHAM: May I know the date of the publication of the book and the language of the book.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: It is printed in Malayalam in the S. R. V. Press. It has been published by the Transport Department as directed by Government.

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Then, Sir, we see several accidents taking place at important stations like Trivandrum, Kottayam, Nagercoil and Quilon due to sudden inrush of passengers to board the buses. Some people fall down. There is serious tussle between passengers. In some cases, as suggested by Mr. Kochukunju there is pick-pocketing. In order to avert all such difficulties and inconveniences, the Director of Transport I am given to understand, has been making repeated requests to the Head of the Police Department to post at least a few constables at least at these very important centres to prevent such things taking place daily. I am sorry to submit to the Chair that no action has been taken on such recommendations. If we go to the Trivandrum Bus Stand, we are unable to find a single Constable posted there for duty.

PRESIDENT : Does the honourable member say that the Order of Government to the effect that two Constables should go with every bus has not been followed ?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : So far, I have never found any constable accompanying a bus on duty as ordered by the Dewan. That is my personal experience.

Several accidents that are taking place at present are due——

PRESIDENT : I may say at once that such an order has been issued by Government, and if it has not been obeyed, the Department concerned will suffer for it.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : Several accidents that are taking place at present are mainly due to the very bad condition of the M. C. Road where the Department operates its buses. It has been brought to the attention of the P. W. D. that special consideration and treatment should be accorded in the matter of improving such roads where the Department operates the public transport vehicles. I am glad to note that this matter has engaged the attention of the Public Accounts Committee for the year 1116 when my honourable friend Mr. Kunju Panicker has brought this aspect of the question to the pointed attention of the President. On behalf of Government, the President has been pleased to inform the Committee that special care will be taken for effecting the necessary improvements on the M. C. Road.

Then I wish to refer to the question of construction of garages in certain places. Take for instance, the proposed garage at Shencottah, where buses are allowed to lie without proper attention on the public road and sometimes in the Taluk Office compound. It is a very serious matter. I would submit for the consideration of Government that it is high time that all these defects should be remedied at the earliest opportunity by giving sufficient and adequate consideration to the recommendations made by the Head of the Department. With these observations, I support the motion.

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MR. DOMINIC JOSEPH: Sir, it will be admitted on all hands that the Express Service is a considerable improvement upon the ordinary service. But the existence of unseemly scramble for seats in the buses cannot be ignored. This has been graphically described by Mr. Narayana Kurup. I suggest that nearly 90 per cent. of the seats could be reserved before hand, leaving 10 per cent to Officers and members of the Legislature who are on public duty. It may be construed as selfishness to say that a different treatment should be given to Government Officers from members of the Legislature. I justify that on the ground that they are engaged on public duty. Again it is an ordinary feature to see breakdowns in the ordinary buses. It can be noticed every day by anyone who travels along the road. Under the Motor Vehicles Act, private buses are bound to carry with them the ordinary tools for repair as well as spare tyres and tubes. But in the case of Transport buses such a rule is not enforced. When there is a breakdown on account of some mistake, the bus has to remain there. Information has to be conveyed to the Headquarters and help has to come from a very long distance. That means delay and inconvenience to the passengers. I want that the ordinary rule under the Motor Vehicles Act should apply with equal force to the State Transport buses That will remove a good deal of inconvenience to passengers.

MR. C. JEBAMONY NADAR (*Kalkulam cum Vilavancode*): I wish to say a few words. Now that the Advisory Committee has been appointed, partly nominated and partly elected from the members of this House, we may hope that the Department will be better advised on the needs of the travelling public. In view of the fact that the members elected by this House sit in the Committee, I would desire that the proceedings of the Committee are also appended to the Administration Report of the Transport Department so that this House may know as to what the Committee has been doing. Secondly I refer to two notices which are found in every Transport bus. One is 'Travel with changes' and the other is that the bus is treated with Bugsol.

MR. M. R. NARAYANA PILLAI: Not heard.

MR. C. JEBAMONY NADAR: In regard to the first notice I wish to offer a suggestion. There is considerable shortage in the number of the small coins. This will be readily agreed to by the Director. Passengers therefore very often come without changes but with currency notes. Some of the conductors are very liberal, but others more or less make mandatory demands and would say that 'Unless you have changes you should not enter the bus.' And yet another type of conductors say 'Well, I will see if I can pay your balance during the course of the journey, otherwise I will note the balance you have to get on the ticket and if you come to the office, you shall receive payment of the same. This difficulty being real, we have, somehow or other, to devise a method so that it may be minimised. I would suggest one solution. Why not a passenger who usually travels in the State buses, be allowed to deposit say Rs. 10 or Rs. 15 in the office of the Transport

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Department and be given something like a pass book. Whenever he travels the amount of fare may be debited in the pass book. Yet another suggestion is something like stamps or labels to the value of a quarter half rupee or fanam, etc., may be sold by the Department, and the same may be accepted in lieu of cash or coins. The fact that conductors daily return to the office tickets with the endorsement, that balance is due to the passengers, prove the immediate need for solving the difficulty.

The second notice is 'This bus is treated with Bugsol.' I am unable to feel the effect of the use of Bugsol and think therefore that the advertisement serves no useful purpose.

Another matter to which I want to refer is the unsatisfactory manner in which some of the parcel agencies work. For example, take the case of a bus stand like the Monday Market; the collection is something below Rs. 300, though it is a big market place and a big business centre too. There is a difference between luggage and parcel. In this Eraniel bus stand if a passenger wants to get into the bus with luggage, the parcel agent interferes and wants to treat it as parcel. That would require some time and consequently the passenger misses the bus and is delayed in his journey. Even when the passenger requests that the 'Samans' may be treated as luggage the conductor takes sides with the parcel agent. The passengers naturally get irritated and disappointed. I do not see any justification as to why the passengers should be subjected to this inconvenience? Why not treat the 'Samans' which a passenger takes with him in his journey as luggage?

The House rose for lunch at 2 P. M. and met again at 3 P. M.

MEMBERS SWORN.

MR. V. SIVASANKARA PILLAI *District Superintendent of Police in charge of the duties of the Inspector-General of Police* took the oath and signed the rolls.

MR. C. JEBAMONY NADAR (*contd.*): Sir, I was referring to the difficulty experienced by passengers when they come to a bus stand just in time with samans necessary for their travel, whereas if it be a few yards away from the bus stand, no difference between luggage and parcel is maintained. So the idea of personal gain to the parcel agent at the cost of the convenience of the travelling public cannot be appreciated. I would desire that whatever might be the starting point of the journey of a passenger, whether it be at a place where there is a parcel agency or not, if he accompanies his samans, they must be treated and charged as luggage and not as parcel.

Another matter about which I have to refer is about the attitude of the Department when private buses are engaged for hire. It is known to all that there is now shortage of buses in the Department, of

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[Mr. C. Jebamony Nadar]

course owing to causes beyond the control of the Department and Government. That means private demands for hire cannot be met by the Department. When a marriage party requires a bus for a single journey, to cover the marriage procession the Department cannot under the present circumstances, let out any of its buses. If a private bus is available it cannot be run along a route of the Transport Department unless a recommendation ensues from the Director of Transport. In this connection I shall read a portion from the Administration Report of the Transport Department for 1117 M. E. Though it is a confidential document at this moment, in so far as it is in our possession, I think I can refer to the relevant portion. It reads:

> "Towards the close of the year the increasing demand for buses for marriages and pleasure trips forced the Department to restrict such operations. As a rule, buses are now hired out only in connection with journeys of national importance. Excursions of students are however, classed as essential. In other cases the Department neither permits its buses to be hired nor recommends the hiring of buses from other operators. No doubt, this step has created some difficulties to the public, but is hoped that they would realise that the situation had been brought about by forces beyond the control of the Department. The rates of hire charges were also slightly increased as a restrictive measure."

I can understand the difficulty regarding Department buses but I cannot justify the attitude of the Department as regards private buses. I think the head of the department should not act as a break in private contracts of a legitimate nature. Such an attitude works great hardship.

Just one other matter. Car-drivers know the mechanism of buses which they usually drive. Constant change of drivers from bus to bus makes them strangers to the condition of the buses. This I think, is one of the main causes for the increasing breakdowns on the way, arrangements may be made so that the same driver or set of drivers alone be allowed to handle particular buses.

To avoid disorderly rush into the buses my suggestion is that tickets should be issued 15 or 20 minutes before the starting time of the bus. If so the ticket holders alone will be entitled to get into the bus and others would not attempt to seek entry into the vehicle by the use of brute force as they do at present. The crowd at the bus stand could thus be diverted, the ticket holders waiting for the bus, while others purchasing tickets for the next bus. On a crowded day the bus would be full at the starting point and so it may not be possible to take in passengers from intermediate stations. This is unavoidable and incidental to a heavy traffic.

Often, I see three buses standing empty at the Neyyattinkara bus stand. There is the cry of shortage of buses in other lines. That shows something is wrong somewhere. I am aware that there is a shuttle service between Trivandrum and Neyyattinkara. But the necessity for three buses standing idle at that one point at one time is not clear. Matters such as this require checking, so that services in

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other lines may not suffer. The demand of the public in various routes has to be carefully considered without undue preference to any locality. With these words, I support the motion.

MR. M. SIVATHANU PILLAI: Sir, I support the motion. At the very outset permit me to say about the G. O. recently issued by Government in reference to the posting on duty of two Police Constables in the buses running in different routes. I think Sir, such an Order has been passed on a misunderstanding of the position; the need for posting Constables is felt with a view to regulate the crowds of people at the starting point of the buses more than any where else. The difficulty arises more outside the running bus than inside the bus. In the starting stations or in stopping stations people gather together in large numbers eager to board the buses. They in a body rush to get seats and as a result unseemly scenes take place. Some times people get injured in their attempt to force any entry into the bus or lose their purse, or wrist watches or such valuable articles. By posting Constables here in these places they can regulate the orderly boarding into these buses and avoid all the above difficulty and trouble. The presence of Police is really felt only in such places. Therefore I suggest that some arrangement as the queue system in Madras can be thought of. It will help to solve the problem a great deal.

PRESIDENT: Honourable members might take it from me that in Madras there is nothing like the rush observed here; it is not even one-fourth of what is obtaining here.

MR. M. SIVATHANU PILLAI: But, Sir, in one route namely, at the Mount Road junction, the crowd waiting for Town service buses is tremendous. It is regulated by the Police by enforcing a queue system. In our place, of course, the crowding of passengers in starting points is more unmanageable. The Police people that may be posted for duty may not care to observe the queue system. Consequently people that crowd in bus stands and at halting places are not orderly and they suffer great hardship. The help of the Police in bus stands would be greatly appreciated provided the queue system is observed. Sometimes in halting places, whenever the passengers get disappointed they fall foul of conductors and frequently quarrel ensues between them causing inconvenience to passengers inside the bus and the people standing outside the bus. They, the disappointed passengers take the power in their hands and abuse the conductor in a manner only to be realised by actually witnessing it. I happened to witness such an incident near the overbridge here in the Trivandrum City. The Police who were standing idly near by were called in for help. I always associate the Police with the quelling of trouble. But I was disappointed. They took no notice of it. They had not even the courtesy to move from their place. Whenever they are required in the place of duty, it is difficult to see them even. Wherever there is overgathering of people the Police, instead of concerning themselves in regulating the crowd move away from it quite unconcerned. That is the general experience, I have here with our State Police.

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PRESIDENT: Here, there are very many betel nut shops and I have found them there. Somehow or other, it is the irresistible fascination of the Police to be in those shops.

MR. M. SIVATHANU PILLAI: Yes, Sir. Not only that. They are also seen quarrelling among themselves over a bit of beedi on thoroughfares. There is also the aspect of more fascination for broken beedies on the part of our Police.

PRESIDENT: All that is proof of economic deterioration of the country.

MR. M. SIVATHANU PILLAI: On another occasion, a short young man wanted to get into the Express Bus here in Trivandrum. There were innumerable people eagerly waiting to board the bus and preparing to fight for the accommodation. In the struggle for accomodation in the Express the young man with his weighty muscles was able to find his way into the bus. In that process, the wrist chain of his wrist-watch got snapped. It had to be found out. Naturally he had to get out of the bus. There was no Police anywhere nearby. He came out of the bus in search of his wrist-watch. The result was that he not only lost his much coveted seat in the bus but also his valuable watch. It was a pitiable sight to see that young man completely frustrated. The one among the crowd that concentrated his attention more on the gold chain than on the struggle luckily discovered it for himself and bolted with it. I have often drawn the attention of the Police to these places of public resort in Committee meetings but of no avail. Advisory Committee members like my honourable friend Mr. T. P. Velayudhan Pillai also reported his experience in similiar matters and insisted that Police should be posted on duty in these important centres of Transport Service with no consequence. My experience shows that it will be most desirable to have constables posted on duty in centres where the crowd is likely to assemble in large numbers for the purpose of regulating them. There is absolutely no use of posting them inside a running bus. On the other hand, it will deprive the travelling public of two more seats which may be otherwise available for them.

PRESIDENT: The members may note that no final arrangement has been come to in this matter. It is for the House to remedy the admitted difficulty in the matter and arrive at a particular arrangement.

MR. M. SIVATHANU PILLAI: By all means let us have policemen, one in big centres such as Quilon, Kottayam, Nagercoil, Trivandrum, etc, at least to prevent these unseemly scenes and quarrels taking place caused by disappointment to passengers.

MR. N. NARAYANA KURUP: Will it not be advantageous to have Policemen at every bus stop?

MR. M. SIVATHANU PILLAI: No, not necessary; but only in very crowded centres. Otherwise the Police force would have to be considerably increased to meet the proposed arrangement. The assistance of the Police would be required in important centres so that rush could be

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regulated and small thefts could be avoided. In the matter of getting tickets for passengers, the services of the Police could be utilised with advantage say in a proposed scheme of queue arrangement. Then, Sir, reference was made to increasing the numbers of passenger vehicles. The problem of meeting the demand for more vehicles by the travelling public is growing more acute. On the one hand, the vehicles are being reduced in number on account of difficulty to replace them. On the other hand, the public having more money in their hands take to avoidable bus travelling more than before. Naturally the question becomes more serious to solve. The Department has enough surplus to invest on new vehicles. The difficulty is to get them. It is a good augury to find that the Government of India have been pleased to sanction 15 new vehicles, of which 10 is proposed to be utilised in the Alwaye-Munnar line as lorry service for the transport of hill produce and the remaining to be used as passenger vehicles. There is thus scope for using the displaced vehicles as passenger vehicles as well. To a certain extent it may give relief. But I know it will not even touch the fringe of the problem of adequate number of vehicles. This naturally takes me to the consideration of the vehicles that are now in service, after considerable mileage of run. That is a word with regard to the question of the present buses being repaired. I do not know how far it will be appreciated by the honourable members of this House when I say that repairing has become almost an impossibility. I know that most of the buses have been dismantled and different parts from their engines fitted with some other engines in other buses. It is a fact that a great number of vehicles that were on service, for a considerable time are now out of service. The number of units have now become considerably reduced, in spite of ingenious departmental improvisations.

In this connection, the honourable members of this House should realise how far the operating and mechanic staff of the Department are put to difficulties of over work. They have to do a considerable amount of work both day and night. Mr. Velayudhan Pillai has referred to it. I must say that they are put to great and hard over-work in the matter of overcoming the present difficulties. I have seen the mechanics on the Trivandrum Nagercoil Workshops working not only day but even nights and actually swetting and completely exhausted.

MR. P. NARAYANA PILLAI (*Mavelikara cum Kunnathur*) : Cannot the mechanic staff be increased ?

MR. M. SIVATHANU PILLAI : Of course that can be done. But what is the pay that is offered. I know of a good fitter who was given Rs. 40. How much work can you expect him to do? How is it possible for a man to live on Rs. 40 in Trivandrum in these days of increased prices and of difficulty to get rice. Therefore he has gone to Nagercoil and the honourable members will believe me when I say he is getting Rs. 300 to Rs. 400 per month from a workshop of his own. He is running his own workshop.

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MR. M. BHASKARAN NAIR (*Neyyattinkara* cum *Trivandrum*) : May I know whether there are not a large number of breakdowns on the way?

MR. M. SIVATHANU PILLAI : That cannot be helped. I will not be surprised if all the buses including the Express Service buses come to a dead stop one day. There is not a single new engine which can replace the old. These engines have covered 50,000 to 60,000 miles some times even a lakh of miles. After all they are engines. They have served beyond their capacity. The result is that these engines require more of lubricating oil and petrol. To that extent the operating cost is increased. But for the fact that we are getting more profit by over-loading and increased fare, these buses would have been running at a loss. If these 15 units were not got down as a result of the great persuation of the Head of the Administration, these Express services would have had to be stopped in the course of at the most two months because these buses cannot at all take the line without a thorough and successful over-loading. There is more consumption of lubricating oil and petrol in faulty running. So I wish to point out that however much the mechanics or the operating staff may work on full steam, surely there will come a time soon when the engines will not be able to cope with the situation. That is the position which the honourable members will have to bear in mind.

MR. KOTTALIL P. ABRAHAM : Are these mechanics paid anything extra?

MR. M. SIVATHANU PILLAI : Absolutely nothing.

It was suggested by the Director of Transport that these conductors and drivers because they were doing more work particularly on these rickety buses, and sometimes coming back very late at night on long routes, should be given a daily allowance of annas four. The Advisory Committee thought that four annas is insufficient and suggested eight annas instead, which was not sanctioned by Government. They allowed only four annas.

MR. P. NARAYANA PILLAI : May I know whether any remuneration is given to drivers in private buses?

MR. M. SIVATHANU PILLAI : I know that in a private workshop the foreman gets Rs. 150, the chief mechanic Rs. 100 and the assistant mechanic Rs. 75 per mensem. The mechanics in our workshop do not get so much. The fitters who attend to the rickety buses in the line are, I think, given only Rs. 20 or Rs. 30.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : May I know whether the member is aware that the lowest pay in Hyderabad Transport Service for a foreman is Rs. 150 per mensem.

MR. M. SIVATHANU PILLAI : I take the information with thanks. I have no objection to even retrenchment being effected in the office establishment. But do appreciate the work of the operating and mechanic staff who work hard and make it possible for these buses to run. So it is higly desirable that the pitiable lot of these poor mechanics should be improved. It is these mechanics, conductors and drivers who are responsible for making these buses run which would have

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been thrown away as scrap iron long ago. So it was thought desirable that they should be given a daily allowance of annas eight and the mechanics increased pay. It will give them so much encouragement to take the stunning difficulty with a certain amount of cheer and it will help them to pass the day without much pain of helplessness.

SADASYATILAKA T. K. VELU PILLAI (*Trivandrum Town*): How many times do these conductors and drivers normally take refreshment on the Trivandrum-Nagercoil line and how much will they have to spend on this account?

MR. M. SIVATHANU PILLAI: Very reasonably it will be more than four annas. I have seen drivers asking their own people to carry food for them in small vessels for the next meal, because they could not pay for food on the way.

Particularly in view of the large income which the Department is making, the Committee thought that the allowance of eight annas per day would be reasonable and should be granted forthwith, and the Government turned it down for reasons of their own.

Then with regard to the attitude that has been stressed by Mr. T. K. Velu Pillai towards the recommendation of the Committee. Sir, it is regretable to find that Government do not act on the recommendations of the Advisory Committee in important matters. And to understand that the Government is too wooden to appreciate recommendations of a very simple nature but of considerable advantage both financially and otherwise. In these days when the prices of motor vehicles and spare parts are rocketing up beyond our imagination, should not the Director be given power to make purchases within a limit of Rs. 5,000 when occasion arises. The price quoted today may not be the price quoted tomorrow. There would be others who would be prepared to pay double the price to meet their needs. By the time the Director waits and gets the sanction of the Government the articles to be got would have been purchased by some one else. So the Director should not be put to the necessity of getting previous sanction of the Government for purchasing articles as spare parts etc. Such necessity has arisen very often before and will arise very often. At least on the recommendation of the Committee the Director should have been empowered to spend amounts to the limit of Rs. 5,000 by way of purchases of articles as spare parts etc. Hence the Advisory body recommended such a course. But what was the reply that was given to the Committee. They were told that they should bear in mind that they were only an advisory body. What else did the Committee do, I ask? The Committee only recommended that the Director should be empowered to make purchases to the tune of Rs. 5,000 in emergent cases without previous Government sanction. But the Government turned it round and said "You Committee members! you are only an advisory body and you have to do nothing

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[Mr. M. Sivathanu Pillai.]

else"? I admit, being a member in it, that we are an advisory committee. But we have got a right to advise. This ought not to have been the attitude of the Government particularly at these critical and unsettled days when immediate purchases will have to be made. I cannot understand the difficulty in allowing such a power to the Director particularly on the recommendation of the Committee. We do realise our limitations. We also can understand English language correctly defining the functions of the Committee. It has been conceded that the Committee's functions have been defined to be purely advisory. We are really an advisory body. We are told in reply by Government "You Committee Members! take care, bear in mind, you are only an advisory Committee". What does this mean, any thing else other than an insult to them, I ask.

MR. N NARAYANA KURUP: May I know whether any reduction in the staff in proportion to the reduction of the number of buses has been made?

PRESIDENT: The Head of the Department should be allowed 15 minutes to speak. Otherwise he will not be able to find time to meet all the points raised.

I will refer to another matter which has been referred to by Mr. T. P. Velayudhan Pillai and that is with regard to the disposal of old, rotten goods. We find that there is a sudden enthusiasm on the part of various Government departments to sell parts of houses. I used to get recommendations from various District officials stating that particular buildings should be dismantled and sold, because they are falling down. The dismantling would cost Rs. 100 and the amount that would be realised by way of auction sales would be Rs. 50 so that the balance to the credit of Government would be Rs. 50. Wherever there is an old Government building suddenly it is found to be of no use and it has got to be auctioned. I do not want to impute motives to any of our officials. With regard to Government properties I have passed a rule that throughout the State, unless the Dewan personally gives his signature, no auction sales should take place. The reason for that order is this. Any article or material, however useless to one department, may be of some use to some other department. The use of such articles to those departments should not be prohibited. If any material is found to be useless for any particular department, other departments should be consulted with regard to the utilisation of those articles and it may be found to be of use to them. For instance, iron scrap, waste paper and all sorts of apparently useless things may be made use of by some department or other. So it has been decided that throughout the State, unless Government make up their mind, no auction or sale should take place. It was found thoroughly unsuitable. Therefore some of the properties were ordered to be sold.

MR. M. SIVATHANU PILLAI: Of course, the Superintendent, Workshops, can be referred to in the matter and then the articles may be disposed of.

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MR. E. G. SALTER: Sir, the criticisms in connection with the budget proposals of the Transport Department can be briefly summarised under two main heads, "Overloading" and "breakdowns".

I was rather impressed by the remarks of one of the honourable members, who, in relating his experiences of a particular bus journey, constantly made use of the "first person". The honourable members will remember his statements to the effect that "*we* had to fight our way into the bus" and "*we* pushed our way through the crowd" and then his condemnation of the conditions under which the bus was loaded. I am sure the honourable member will not take offence when I say, if the elected representatives of the public enter into forceful competition with their own constituents in order to secure preference in a public service vehicle, what hopes has Government? What hopes has the Transport Department in effecting improvements? I suggest, with due respect that the honourable members of this House would be performing an infinitely greater public duty if they were to endeavour to educate their constituents into their civic responsibilities rather than to lay the blame on Government or the Transport Department. I can assure the House that the officials of the Department are doing their utmost. Suppose any member of this House is manhandled by any of the officials of the Department if he endeavours to enter a fully loaded bus, what will he do? He will insist that the Head of the Department should dismiss that man. A few days ago when I was passing the bus station I saw about 20 people rushing altogether to get into a bus and I saw a woman with a little child being crushed in the midst of the hooligans. I immediately got out of my car and forcibly ejected those, who by brute strength alone had succeeded in forcing their way in and then, I allowed the people to board one at a time, women and children first. They took it from me—they may take it from a Police Officer, but what would have happened if the conductor or an inspector had adopted similar measures? If the public would only realise their civic responsibility it would not be necessary for me or any member of the Department forcibly to eject them from the buses. Let them know that by rushing like this they are injuring their own people. The Department as I said before, is doing its utmost. The vehicles are running under conditions the like of which have never been known before, in any public transport in India. Therefore, we in turn ask for your assistance, the assistance of every non-official member of this House. That assistance can be rendered in educating the public and not by criticising the humble efforts of the Transport Department.

MR. M. R. NARAYANA PILLAI: Is not the over-crowding merely due to the fact that the passengers have to wait for an inconsiderably long time for buses to arrive at the bus stand?

MR. E. G. SALTER: No, Sir.

The total number of passengers carried in 1116 was a little more than six millions, in 1117 it was more than eight millions. This has been done without any increase in the vehicles. The trouble of

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[Mr. E. G. Salter.]

over-crowding is entirely due to the very serious reduction in other forms of transport. People who hitherto enjoyed travelling in their own cars are now forced to the necessity of using public transport vehicles. The accommodation on the railways—although there is only one line in the State—has been very considerably curtailed. It is for that reason that the Department is forced to carry more passengers and that at a time when it cannot get spare parts or additional buses. Honourable members will be interested to know that due to the freezing by the Government of India the Department has not been able to purchase Chevrolet or Ford parts between December last year and May this year. It is due to the efforts of the Dewan-President, followed by my humble efforts while I was recently in Delhi that we have now received a small consignment.

That brings me to the second point, *viz.*, break downs. As I said, we could not buy new buses. The Department has made its own pistons during the last six months. I may say that the pistons made by us are working very well and compare very favourably with the pistons made by the General Motors in the United States or by the Ford Motor Company. We are now making locally everything that can be made. The honourable members will realise the significance of what I have said. We are making almost all spare parts. I think I am right in saying that there are only about two components in the whole of the vehicles which are not now made in the workshops of the Transport Department. Is it to be wondered at that vehicles which have operated for 375000 miles for which we have made spare parts from odd pieces of iron and steel or from other worn out or broken parts, is it to be wondered at that such vehicles sometimes break down? I should like to take this opportunity of making a public pronouncement that the mechanical staff of the Transport Department is deserving of the utmost praise for keeping the vehicles going under conditions which in normal circumstances one could never dream of doing. Therefore, let us realise the difficulties under which the Department is working. The public have imposed an increased load on the Department of 30 per cent. while the exigencies of the war have necessitated a reduction in the number of vehicles by 15 per cent. That is the position today. In spite of these conditions although buses might break down or roofs might leak, the Department had carried eight million passengers last year. To that extent I think the honourable members would agree with me that Travancore can be proud of the fact that in spite of difficulties of most alarming proportions, the Transport Department carries on.

I agree with the remarks of a previous speaker that the control of passengers or would-be passengers should be outside the vehicle and not inside it. A scheme is in course of preparation which, it is hoped, will decrease the evils now noticed at important bus stops, whereby police officers will assist in controlling the crowds awaiting to board buses and to stop the scenes of hooliganism now so unfortunately prevalent.

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I would like to take this opportunity of expressing my appreciation of the remarks of Mr. Jebamony Nadar for his constructive suggestions in regard to the problem of change. Every one recognises the difficulty of obtaining change. He has made suggestions which would go some way to solve that problem. The suggestions will be carefully considered and if practicable will be introduced.

Finally, I would also like to inform Mr. Kochu Kunju that we have not forgotten the members of the minority communities in regard to the recruitment of staff. We have relaxed the rules in their case. That is to say a member of the minority community is not expected to have passed the School final Examination. As long as he is able to do a set of questions in simple arithmetic he is selected as a conductor. But the honourable member should not lose sight of the fact that due to shortage of vehicles, additional staff is not necessary. At present no member of the minority community is being recruited for the simple reason that nobody else is being recruited. There are no vacancies. With these remarks I trust the honourable members will pass the budget in the manner in which it has been presented.

PRESIDENT: Before the question is put to vote, I should like to make one observation with regard to what was said about the Advisory Committee. As honourable members know very well this Government attach very great importance to those Committees. I want that it should be fully understood that it is not lightheartedly that the Government does not accept or delay the recommendations of these Committees. The general rule has been and will be that these recommendations will be implemented. If there are over-mastering considerations arising out of what may be called public requirements or general public policy, those will be the main obstacles that will stand in the way of individual recommendations of Committees being carried out. Otherwise, Government will give the weight that the Committee system requires and demands. That will be the policy of the Government.

The question that Government be granted a sum of Rs. 32,21,863 under Demand IX—State Transport—was put and carried.

DEMAND X— CLAY REFINING AND PORCELAIN FACTORY—Rs. 4,36,300

MR. K. N. MADHAVA PANICKER (*Ceramic Expert*): Sir, I beg to move for a grant of Rs. 4,36,300 under Demand X—Clay Refining and Porcelain Factory.

Motion No. 120

MR. K. P. KOCHUKORA THARAKAN (*Kunnatnad* cum *Parur*): സർ, സെറാമിക് ഫാക്ടറിയിലേക്ക നീക്കിവെച്ചിട്ടുള്ള ർ,ന്സ,ന ം ം ആപായൽനിന്നം ഒരു ശുപാർശ ഞാനെന്നുള്ള ഉപക്ഷേപം ഇവിടെ അവതരിപ്പിച്ചുകൊള്ളുന്നു.

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